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TRANSPORTATION

IN MONTANA

Mass Transportation Inventory

Elderly and Handicapped Needs Assessment

Published by

MONTANA DEPARTMENT OF COMMUNITY AFFAIRS

HELENA, MONTANA

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PREFACE

Mass transportation has been receiving increased public support both in Montana and nation-wide in recent years. Awareness at the state level of diverse programs within the state of special elderly and handicapped transportation systems, along with a continuous update in knowledge of public system operations is a prerequisite toward maintaining a comprehensive overview of all transportation services statewide, both public and private, so that service changes can evolve in a planned manner. The Department of Community Affairs' Planning Division, the agency designated by the Governor responsible to administer the Urban Mass Transportation program in Montana, first developed a statewide mass transportation inventory in 1976 to accomplish this purpose. The inventory has now been revised to reflect the changes that have occurred in the state in the past two years.

INTRODUCTION

The shift of urban transit from the private to public sector over the past 15 years has been experienced in Montana as well as nationally. Low revenues and high operational cost have caused our private operators to go out of business. Attempts by community organizations, Chambers of Commerce, and downtown merchant groups to maintain operations, shut down by private operators, have proved to be short lived ventures. Subsequently local officials in our major cities are becoming increasingly aware of their community's mass transit needs and are involved in finding means of meeting these needs.

The number of private intercity and taxi operations is continuing to decrease in Montana's rural areas and smaller communities. This factor in conjunction with increasing numbers of elderly, a state deinstitutionalization policy, changing social attitudes, and availability of federal funding is causing increases in special transportation operations in our rural areas and smaller communities. Transportation is one of the most recognized needs for our growing elderly population, so demands for services and equipment can be expected to continue to increase for the next few years until a relative saturation point is reached.

The information contained in this report seeks to give a clear picture of current available transportation services for all Montana

citizens. It also includes a needs assessment for special elderly and handicapped transportation services because these groups are most dependent on public mass transportation operations for meeting their basic daily medical, business and social needs.

BACKGROUND

Montana, the nation's fourth largest state, has an expansive land area of 145,878 miles which proportions its low-density population of 753,000* to 5 persons per square mile. The state's public roads extend a total of 78,023 miles, 12,163 of which constitute the state's primary and secondary highway system. A less than adequate tax base to support its transportation systems necessitates careful planning to assure that every dollar spent is used in the most beneficial manner.

The state has 56 counties and 126 incorporated cities. The major urban areas are Billings, Yellowstone County; Great Falls, Cascade County; Missoula, Missoula County; Helena, Lewis and Clark County; Butte-Silver Bow (consolidated city-county); and Kalispell, Flathead County.

The state's economy is based on its agricultural, tourists, and mining industries. Agriculture has been the state's leading industry, however, mining is increasing in importance since the advent of coal development.

POPULATION

Montana has the second highest elderly population ratio in the

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* U.S. Bureau of Census

Mountain States, exceeded only by Arizona.* There is a cluster of 10 counties in the central portion of the state which have elderly populations that exceed 18 per cent of total populations. Approximately 50% of the state's elderly (persons over 65) do not have drivers' licenses and need some form of transit service if they are to maintain a reasonable level of independence.

Complete population statistics for the state are listed and illustrated, by county, on the following pages.

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* U.S. Bureau of Census

Population
by
County

	Totals July 1, 1976 Provisional Estimates	Percent Change 1970-1976	60+ Years Old 1970 Census #	60+ Years Old 1970 Census % of Total	Severely Handicapped 1976 Estimates[1]
MONTANA	753,000	8.4	90,764	13.1	3,765
Beaverhead	8,200	0.3	1,264	15.4	41
Big Horn[2]	10,600	5.3	1,055	10.5	53
Blaine	7,400	10.5	1,040	15.5	37
Broadwater	3,100	23.3	449	17.8	16
Carbon	8,300	17.7	1,637	23.1	42
Carter	1,800	-10.0	369	18.9	9
Cascade	83,600	2.2	9,141	11.2	419
Choteau	6,200	-4.1	1,017	15.7	31
Custer[3]	13,000	6.5	2,039	16.7	65
Daniels	3,200	2.3	586	19.0	16
Dawson	11,200	-0.7	1,419	12.6	56
Deer Lodge	14,600	-6.5	2,778	14.6	73
Fallon	3,900	-3.0	525	13.0	20
Fergus	13,000	3.0	2,432	19.3	65
Flathead	45,400	15.0	5,707	14.5	223
Gallatin	37,400	15.1	3,565	11.0	187
Garfield	1,800	0.5	242	13.5	9
Glacier	10,900	1.1	1,213	11.2	55
Golden Valley[4]	1,000	2.5	181	19.4	5
Granite	2,700	-0.1	441	16.1	14
Hill	18,100	4.5	2,098	12.1	89
Jefferson	6,900	31.0	676	12.9	35
Judith Basin	2,700	1.4	521	19.5	14
Lake	17,400	20.7	2,700	18.7	87
Lewis & Clark	38,000	14.3	4,671	14.0	184
Liberty	2,500	4.1	277	11.7	13
Lincoln	16,400	-9.0	1,553	8.6	82
McCone	2,700	-4.7	396	13.8	14
Madison	5,400	8.7	1,017	20.3	27
Meagher	2,200	3.3	356	16.8	11
Mineral	3,500	18.4	364	12.3	18
Missoula	65,500	12.5	6,356	10.9	325
Musselshell	4,400	18.3	839	22.5	22
Park	12,600	12.1	2,254	20.1	63
Petroleum[5]	700	0.1	93	13.8	4
Phillips	5,500	1.8	959	17.8	28
Pondera	7,000	5.4	969	14.7	35
Powder River	2,500	-12.1	317	11.1	13
Powell	7,600	14.2	461	14.4	38
Prairie	1,700	-0.3	346	19.7	9

	Totals July 1, 1976 Provisional Estimates	Percent Change 1970-1976	60+ Years Old 1970 Census #	% of Total	Severely Handicapped 1976 Estimates[1]
Ravalli	18,500	28.5	2,892	20.1	93
Richland	10,300	4.3	1,491	15.2	52
Roosevelt	10,500	1.1	1,365	13.2	53
Rosebud[6]	9,900	63.9	830	13.8	50
Sanders	8,000	13.3	1,329	18.7	40
Sheridan	5,500	-4.1	938	16.2	28
Silver Bow	41,100	-2.2	7,219	17.2	215
Stillwater	5,200	12.6	926	20.0	26
Sweet Grass	3,200	5.9	667	22.4	16
Teton	6,100	-0.3	1,067	17.4	31
Toole	5,300	-9.2	836	14.3	27
Treasure[7]	1,300	17.2	175	16.4	7
Valley	13,400	17.1	1,412	12.3	67
Wheatland	2,500	-1.7	475	18.9	13
Wibaux[8]	1,500	2.9	253	17.3	8
Yellowstone	99,600	14.0	10,397	11.9	486

Footnotes

1. An estimated ½ of 1% of total population is severely handicapped. This factor is based on the study Transportation System Development Program for Elderly and Handicapped Persons: Missoula, Montana.

2. The population of Big Horn County, as counted in the special census on October 28, 1976, was 10,618. The estimates shown here have been adjusted to reflect this count.

3. The population of Custer County, as counted in the special census on September 30, 1976, was 12,979. The estimates shown here have been adjusted to reflect this count.

4. The population of Golden Valley County, as counted in the special census on September 30, 1975, was 927. The estimates shown here have been adjusted to reflect this count.

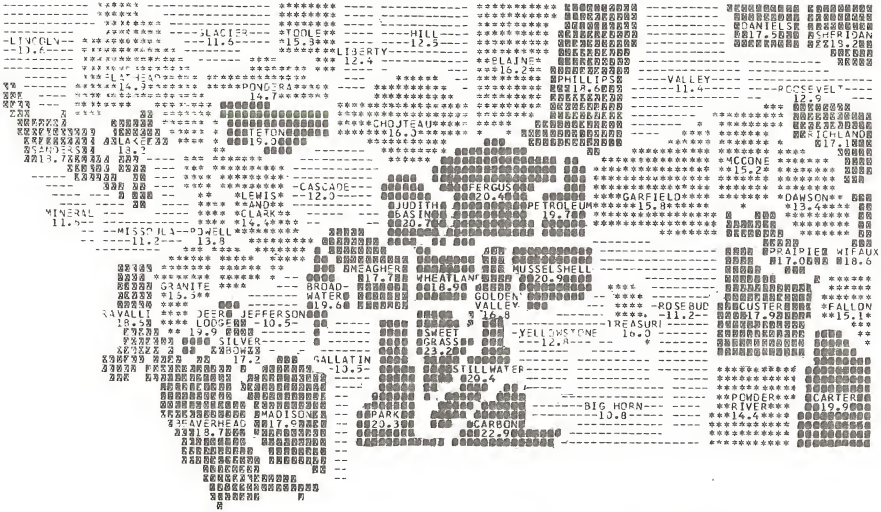
5. The population of Petroleum County, as counted in the special census on September 30, 1975, was 658. The estimates shown here have been adjusted to reflect this count.

6. The population of Rosebud County, as counted in the special census on January 10, 1976, was 9,578. The estimates shown here have been adjusted to reflect this count.

7. The population of Treasure County, as counted in the special census on September 30, 1975, was 1,228. The estimates shown here have been adjusted to reflect this count.

8. The population of Wibaux County, as counted in the special census on October 30, 1975, was 1,456. The estimates shown here have been adjusted to reflect this count.

ESTIMATES OF THE POPULATION IN MONTANA COUNTIES, 60+ YEARS OLD, 7-1-74
Percent of Total



----	10.5 - 12.9	LOW QUARTILE
****	13.4 - 16.5	MEDIUM LOW QUARTILE
▒▒▒▒	16.8 - 18.7	MEDIUM HIGH QUARTILE
▒▒▒▒	18.9 - 23.2	HIGH QUARTILE

EXISTING TRANSPORTATION SYSTEMS

There are a number of transportation systems operating within the state. For this report they are divided into two groups, intercity systems and local transit systems.

I. Intercity Transportation Systems

There are fourteen separate intercity transit lines in the state that operate on regular schedules. The only passenger rail transportation in the state is Amtrak which crosses the state east-west along two routes, a northern and a southern route. Amtrak's service is offered only three days a week on each route. Of the state's thirteen intercity bus systems, four are very small operations that generally handle freight and only occasionally carry passengers. These small operations are Lost Trail Stage, Butte-Wisdom, Lincoln Transportation, and Big Sky Express.

Since 1976 there have been several changes in the state's bus operations. Three companies have ceased to exist - Clark Fork Valley Express, Belt Mountain Transportation, and Clearwater Stage. Rimrock Stage added Helena to Missoula service to its operation, and in doing so filled a void that occurred when Clark Fork Valley Express shut down its operation. Glacier Transportation dropped its regular service and now as Motor Leasing Company is offering charter service only. A new company, Red River Valley Stages, has

been formed and is replacing a portion of the former Glacier Transportation service. Red River Valley is currently operating between Great Falls and East Glacier, and is seeking Public Servic Commission authority to extend its route to West Glacier where is can tie in with the Kalispell Taxi shuttle service between West Glacier and Kalispell.

The map on the following page illustrates the state's intercity system. It is important to note that Daniels, Powder River, McCone, Garfield, and Petroleum Counties in the east and Madison and Liberty* Counties in the west do not have any intercity passenger service.

II. Local Transportation Systems

Four Montana cities, Billings, Butte, Helena, and Missoula have city bus systems. The Missoula system only started operating this year. There are 24 cab companies operating in state, 9 less than in 1976. The remainder of the state's local service systems are operated primarily for elderly and handicapped persons. These special elderly and handicapped service operations are handled by a variety of groups and methods. Description of the state's local transit services by county is as follows:

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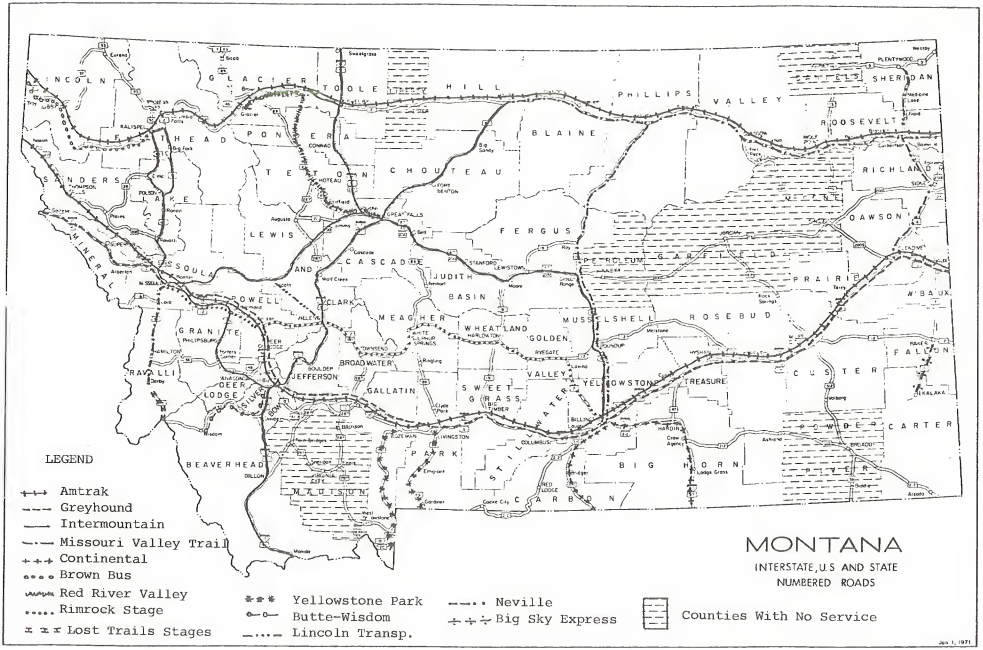
* Amtrak does not stop in Liberty County



MONTANA INTERCITY TRANSPORTATION MAY 1978

Local Transit Systems

BEAVERHEAD

Dillon - The Beaverhead County Council on Aging and Chance, Inc. provides transportation for elderly and handicapped persons in and around the Dillon area. The Beaverhead County Council on Aging owns a 16-passenger converted van that was acquired with the assistance of an UMTA 16(b)(2) grant. Chance, Inc. leases a 12-passenger van to serve needs of its developmentally disabled clients.

The Dillon City Cab was sold recently and currently is not operating.

BIG HORN

Hardin - The County Council on Aging is in the process of replacing 12-passenger vans owned by the Big Horn County (Hardin) Senior Citizens Center and Big Horn Center for Developmental Disabilities with a 20-passenger bus and a 16-passenger van. The bus will be assigned to the Senior Citizens Center and van to the Center for Developmental Disabilities. These vehicles will be acquired with the assistance of an UMTA 16(b)(2) grant.

Lodge Grass - Lodge Grass has no local transit at present, however, Hardin's existing 12-passenger Senior Center van will probably be turned over to the Lodge Grass Senior Center for use in the area when the County Council's new vehicles are delivered.

BLAINE

Chinook - The Senior Citizens have received the support of a local bank and automobile dealer and are leasing an 8-passenger van to serve the needs of elderly persons in the area.

Chinook had a taxi two years ago but the company no longer exists.

Harlem - Blaine County Activities owns two eight-passenger vans which are operated to serve the needs of its

developmentally disabled clients. Daily runs are made west to Chinook and east of Harlem, and weekly runs are made to Hayes.

BROADWATER

Area residents who do not drive are dependent on ride sharing with family, friends and neighbors for transportation.

CARBON

Red Lodge - The County Commissioners contract with Amos Clark, a private operator who serves the school district, for twice weekly service between Red Lodge and Billings. The County Commissioners support this service with the assistance of the Area Agency on Aging. Amos Clark also provides service for Happy Campus, a sheltered workshop, under contract.

The group home has a van which is supported by Regional Services for Disabled.

CARTER

Ekalaka - The County Council on Aging provides service for elderly who have urgent medical needs and must travel to Baker or Miles City. The driver's private vehicle is used and costs are met by the Council.

CASCADE

Three cab companies are operating 18 cabs in Great Falls and 12 social service agencies or private organizations run 30 special transportation vehicles. The special transportation providers are the Cascade County Senior Citizen Center, Easter Seal Society, YMCA, Salavation Army, Opportunities, Inc., Head Start, Cascade County Housing for Developmental Disabilities, RSVP and Foster Grandparents, School for Deaf and Blind, Deaconess Skilled Nursing Center, Park Place Nursing Home, and Mental Health Center. Two of the providers have acquired vehicles with the assistance of UMTA 16(b)(2) grants, Easter Seal a

20-passenger bus and Cascade County Senior Center a 15-passenger van. Three entities, YMCA, Salvation Army, and Park Place Nursing Home are privately funded, and the other nine depend on public funding either partially or in total.

CHOTEAU

Big Sandy - Big Sandy Activities, Inc. leases a 10-passenger van (8 regular passenger seats plus 2 wheelchairs) to serve the needs of its developmentally disabled clients.

CUSTER

Miles City - The Miles City cab companies have undergone consolidation and only one cab company, Range Rider Cab, is now operating in the community. The company provides services with four cabs.

The County Council on Aging offers a subsidized taxi program for medical, nutrition, and shopping travel. Elderly who qualify for the program get ticket books with eight passes per month. Rides for elderly in Miles City may also be provided by a volunteer organization called Fishline.

Friendship Villa, a retirement home, operates a private van to meet in part the needs of its residents.

Eastern Montana Industries operates a 28-passenger bus and two 8-passenger vans to serve its developmentally disabled clients.

DANIELS

Scobey - The County Council on Aging contracts with a driver for services within Scobey and medical trips to Wolf Point and Williston, North Dakota. Passengers are charged a 25¢ fare, and the driver is reimbursed at a rate of 17¢/mile on the vehicle in addition to wages. The driver's private vehicle is used.

DAWSON

Glendive - Western Cab Company operates in Glendive with two cars.

The County Council on Aging has a subsidized taxi fare program for senior citizens. The Meals on Wheels program is handled by the taxi company as part of its work for the Council.

The Senior Citizen Center purchased a 9-passenger van that it uses for special trips.

Eastmont Training Center in Glendive operates two 12-passenger vans that were acquired by Eastmont Parents Association with the assistance of an UMTA 16(b)(2) grant. The vans operate throughout the area to bring children (ages 3-18) with developmental disabilities to the Center.

DEER LODGE

Anaconda - The Central Cab Company operates 2 cabs in Anaconda. The Company contracts with the State Department of Social and Rehabilitation Services to provide transportation for persons with developmentally disabilities.

Montana View Transportation, a privately owned company, operates 22 buses and serves a number of social service organizations in addition to the school district. These organizations are Deer Lodge County Senior Center, Metcalf Senior Center, Pensioners and Old Timers Center, and Head Start. In addition, the Company provides transportation under contract with ARCO for smelter employees.

FALLON

Baker - The County Council on Aging owns a 12-passenger van that was acquired with the assistanced of an UMTA 16(b)(2) grant. The van is used to serve needs of the elderly in the area.

FERGUS

Lewistown - The Star Cab Company operates one cab in Lewistown.

The County Council on Aging owns and operates a 15-passenger van for the elderly that was acquired with the assistance of an UMTA 16(b)(2) grant. Central Montana Hospital is in the process of acquiring an additional 16-passenger van with an UMTA 16(b)(2) grant to supplement the existing services for elderly and handicapped.

FLATHEAD

The Kalispell Taxi Company is operating 4 cars and runs an intercity shuttle route between Kalispell and Glacier National Park with a 12-passenger van. The Company is in the process of purchasing two more cabs and an additional 16-passenger bus. Emery E. Wittlake operates the airport limousine service with two 11-passenger vehicles.

The County Council on Aging has two 15-passenger vans that were acquired with the assistance of UMTA 16(b)(2) grants. One is specifically assigned to the Title VII Nutrition Program. The Council supplements its services with a subsidized taxi program for the elderly.

Flathead Industries has a 15-passenger van that was acquired with the assistance of an UMTA 16(b)(2) grant. Head Start operates a 30-passenger bus.

In Columbia Falls the Columbia Falls Taxi operates one car. The County Council has turned the vehicle it had in 1976 over to the Columbia Falls Senior Center.

Whitefish Taxi is operating one car in Whitefish, and in Big Fork, the Big Fork Convalescent Center owns an eight-passenger van that it uses for pleasure trips for its residents.

GALLATIN

Bozeman - City Cab in Bozeman is operating three cars and two vans, one an 11-passenger and one a 15-passenger. The vans are used for airport limousine service, runs to the Big Sky Resort and similar activities. The Company contracts with the State Department of Social and Rehabilitation Service to serve the needs of persons with developmental disabilities.

Thrift Station and RSVP own and operate a 16-passenger van and a 15-passenger van, respectively, to serve the needs of elderly and handicapped. The Thrift Station vehicle was acquired with the assistance of an UMTA 16(b)(2) grant.

GARFIELD

Jordan - The County Council on Aging provides services for elderly and handicapped in the county. It has hired a driver and, in addition to salary, pays for use of the driver's private vehicle on a per mile basis. The County Council on Aging is in the process of acquiring a 16-passenger van with the assistance of an UMTA 16(b)(2) grant.

GOLDEN VALLEY

Ryegate - The Ryegate Senior Center contracts with the local private company that runs the school buses for weekly trips to Harlowton. The system is making use of the downtime on the school buses.

GLACIER

Cut Bank - Glacier Cab Company operates one cab in Cut Bank.

The Cut Bank Senior Citizens are operating a 10-passenger van for senior citizens which they acquired with the assistance of an UMTA 16(b)(2) grant. The Glacier County Developmental Corporation owns and operates an 8-passenger van to serve the needs of its clients with developmental disabilities.

Browning - The Blackfeet DD program is operating a van that is set up for three wheelchairs plus four additional passengers, one 12-passenger van, and a four wheel drive 9-passenger suburban. The Senior Citizen Center is operating a 10-passenger van and the Work Incentive Program a 15-passenger van. Pikuni School, a free school, is operating a leased 12-passenger van. Pikuni School recently purchased a 12-passenger van from Head Start, however, this vehicle is not being used at present. The Blackfeet Native American Program owns a 15-passenger van that was being operated for the food stamp program but currently is not being used. Head Start has one 12-passenger van and three 15-passenger vans.

GRANITE

Area residents who do not drive are dependent on family, friends, and neighbors for transportation.

HILL

Havre - The City Cab in Havre is operating one car. The County Council on Aging provides transportation with a 10-passenger van, one 12-passenger van and a school bus. Havre Day Activities provide service for persons with developmental disabilities with two 15-passenger vans. The 10-passenger van the County Council on Aging has was acquired with the assistance of an UMTA 16(b)(2) grant.

Head Start is operating a 53-passenger bus.

Rocky Boy - The Rocky Boy Reservation Health Board operates a 5-passenger station wagon and will be acquiring a 12-passenger van with the assistance of an UMTA 16(b)(2) grant.

JEFFERSON

The Boulder Cab Company operates one car.

JUDITH BASIN

The Stanford Senior Citizens Center provides transportation for the elderly with a 12-passenger van.

LAKE

The Senior Citizens Center in Polson is operating a 12-passenger van to serve the needs of elderly, and the County Council on Aging is in the process of acquiring a 12-passenger van to expand such service. The Special Citizens Center provides services to handicapped persons in the county with a 15-passenger van. All three of these vehicles are 16(b)(2) supported acquisitions.

LEWIS AND CLARK

Helena - The City of Helena owns two 16-passenger buses, a 15-passenber van and a 10-passenger van. The buses are operated by the taxi company as the city's Dial-A-Ride public transit system. The taxi company also operates the 15-passenger van providing special transit service for the Senior Center and RSVP. The city's 10-passenger van is assigned to the City Recreation Department and has been used for Special Olympics travel and summer recreational programs.

Helena Cab, Inc. provides taxi service in the community using four cars.

Head Start operates three 20-passenger (child rated) vans. M.G., Inc. runs 20-passenger and 48-passenger (child rated) buses under contract with the State Department of Social and Rehabilitation Services to serve needs of persons with developmental disabilities. Masonic Home Lodge has two cars and an 8-passenger van that are used for residents of the home. Fort Harrison operates two 9-passenger vans for veterans that are residents of the facility. Foster Grandparents operate a vehicle that makes daily runs between Helena and Boulder. Cooney Convalescent Home operates an 11-passenger van and a station wagon for their clients.

LIBERTY

Chester - The Lions Club in Chester purchased an 11-passenger van for the Senior Citizens that the Seniors use to provide transportation for elderly in the county. Monthly trips are made to Havre or Great Falls in addition to the local use.

LINCOLN

Eureka - The Tobacco Valley Senior Citizens have acquired a 15-passenger van to provide service for the elderly in the area.

Libby - Libby Cab is operating one cab in the community. The Lincoln County Sheltered Work Activity Center owns an 11-passenger van that it uses to provide service for persons with developmental disabilities. The Senior Citizens Center operates a 15-passenger van.

Troy - Volunteer drivers in Troy provide service on a reimbursable basis for the County Council on Aging. There no longer is a taxi in the community.

MC CONE

Circle - The County Council on Aging rents a car and with use of Title III funds pays operation costs. Service includes demand-responsive in Circle and trips to Glendive and Miles City.

MADISON

The County Council on Aging has a system called the Pony Express which consists of volunteer drivers who use their own vehicles and are reimbursed 15¢/mile and receive $30/month for out-of-pocket expenses. Communities with drivers are Twin Briges, Ennis, Pony, and Virginia City.

MEAGHER

Area residents who do not drive are dependent on ride sharing with family, friends, and neighbors for transportation.

MINERAL

Superior - The County Council on Aging reimburses volunteer drivers who provide service to elderly.

MISSOULA

Missoula - Mountain Line, the public transit authority in Missoula, began operation this year with four used 30-passenger vehicles and is in the process of making the transition to expanded service with 10 new 18-passenger buses. Yellow/Deluxe Cabs is operating in the community with a fleet of 13 cars.

There are 10 special service providers in the community that are operating 12 vehicles. These are Kathleen

Walford Senior Center, one 15-passenger van; Missoula Crippled Children and Adults Association, a van set up for four wheelchairs; Ivy Street Arts, one van set up for seven passengers plus two wheelchairs; Head Start, two 12-passenger vans; Opportunity Workshop, two 15-passenger vans; and five group homes that are each operating vans.

MUSSELSHELL

Roundup - The County Council on Aging owns a 9-passenger van that was acquired with the assistance of an UMTA 16(b)(2) grant and is used to provide services for elderly in the county. RSVP operates a 10-passenger van.

PARK

Livingston - The Center for Developmentally Disabled is leasing a 15-passenger van to serve the needs of their clients.

A subsidized taxi program was being offered in the community for elderly, however, the cab company has suspended operations and reportedly is in the process of being sold.

PETROLEUM

Winnett - Area residents who do not drive are dependent on ride sharing with others for transportation.

PHILLIPS

Malta - The County Council on Aging is operating a 12-passenger van that the Kiwanis acquired with the assistance of an UMTA 16(b)(2) grant to serve the elderly in the area. Malta Activities Center owns a 7-passenger van and serves persons with developmental disabilities.

PONDERA

Conrad - PT Activities, a sheltered workshop for the handicapped, is operating a 12-passenger van for persons with developmental disabilities.

The County Council on Aging has two vehicles, one in Conrad and the other based in Valier. Both vehicles were acquired with the assistance of UMTA 16(b)(2) grants. The Conrad based vehicle is used for monthly trips to Great Falls in addition to operating locally.

Valier - The Council bus based in Valier serves senior citizens who reside in the western portion of the county.

POWDER RIVER

Broadus - The County Council on Aging hires a driver to provide transportation for medical trips to Miles City or Belle Fourche. The driver's vehicle is used and the driver is reimbursed at a rate of 25¢/mile. The Commercial Club is in the process of applying for an UMTA 16(b)(2) grant for a vehicle that would be operated for the Senior Citizens.

POWELL

Deer Lodge - City Taxi Cab in Deer Lodge operates two cars. A subsidized taxi program is operated through the county government. Senior Coordination staff also provide seniors rides using their own vehicles.

Helmville and Avon area - There is a volunteer driver in the Helmville-Avon area who provides rides for elderly and is paid 15¢ per mile plus $30 per month for out-of-pocket expenses.

PRAIRIE

Area residents who do not drive are dependent on family, friends, and neighbors for transportation.

RAVALLI

Hamilton - The City Cab Company is operating two cars in the community. The Senior Citizens have a 12-passenger van that was acquired with the assistance of an UMTA 16(b)(2) grant. Ravalli Services Corporation provide transportation for persons with developmental disabilities using a 10-passenger van that they own and a 15-passenger leased van. Head Start is operating

three 12-passenger vans.

RICHLAND

Sidney - The County Council on Aging is operating a 15-passenger van that was acquired with the assistance of an UMTA 16(b)(2) grant. The Association of Retarded Citizens purchased a 15-passenger van that is used for the group home, and Eastern Montana Industries has an 18-passenger bus for its clients with developmental disabilities.

ROOSEVELT

Wolf Point - RSVP is operating an 8-passenger van for senior volunteers in the area. The Council on Aging reimburses for use of private vehicles to provide service for elderly with immediate medical needs.

The Fort Peck Indian Reservation also has a 147 demonstration project that is operating two vehicles.

ROSEBUD

The County Council on Aging reimburses mileage on private vehicles for two drivers, one that is based in Forsyth and the other in Ashland. The Ashland driver provides services for the elderly in the area who need rides to Miles City or Billings for medical purposes. The driver in Forsyth in addition to making trips to Miles City and Billings provides services around town in response to nutrition and shopping needs.

SANDERS

Hot Springs - The Senior Citizen Organization is operation a 15-passenger van that was acquired with the assistance of an UMTA 16(b)(2) grant. Little Bitterroot Services is leasing a 12-passenger van that is used to provide services for persons with developmental disabilities.

SHERIDAN

Plentywood - Golden Age, Inc. is operating a 12-passenger van for seniors in the area that was acquired with the assistance of an UMTA 16(b)(2) grant. Glenwood, Incorporated operates a 12-passenger van for persons that have developmental disabilities.

SILVER BOW

The City bus system in Butte is operating three 33-passenger buses. The community has four cab companies which have been consolidated into a single operation, City Cab. City Cab has 8 cars that are insured but is only operating four of them.

The Senior Citizens Center has an UMTA 16(b)(2) 20-passenger bus and the Senior Citizen Diner Club is operating two buses, one an 18-passenger bus and the other a 41-passenger. Head Start is operating three buses. Butte Park Royal Convalescence operates a station wagon for residents of the home.

Care Carriers, Inc. is a privately owned operation that is running a van equipped with four wheelchair stations. This company is functioning as a cab service for handicapped persons.

STILLWATER

Absarokee - The private company based in Red Lodge, Amos Clark, operates a weekly run between Absarokee and Billings to serve elderly in the area. This regular route is supported by the Stillwater County Commissioners with the assistance of the Area Agency on Aging.

SWEET GRASS

Area residents who do not drive are dependent on family, friends, and neighbors for rides to serve their needs.

TETON

Area residents who do not drive are dependent on family, friends, and neighbors for rides to serve their needs.

TOOLE

Shelby - The Senior Citizens organization is operating an 8-passenger van that they acquired some years ago with Title III funds. The vehicle is used throughout the county area. P-T Activities is operating a van for persons with developmental disabilities.

TREASURE

Area residents who do not drive are dependent on family, friends, and neighbors for rides to serve their needs.

VALLEY

Glasgow - Valley Taxi operates in Glasgow with one car. The County Council on Aging is operating a unified special transit system in the area with a UMTA 16(b)(2) 15-passenger van. The Council contracts with Milk River Activities to provide services for persons with developmental disabilities. The Council is in the process of acquiring a 26-passenger bus with the aid of an UMTA 16(b)(2) grant. A local automobile dealer donates the use of a van to Valley View Nursing Home on an annual basis. The Nursing Home operates the van to serve needs of the residents.

WHEATLAND

Harlowton - The City of Harlowton owns a 22-passenger bus that groups charter for special trips. Area residents who do not drive are dependent on ride sharing with family, friends and neighbors for their daily needs.

WIBAUX

Wibaux - Wibaux County pays a driver wages, added insurance costs, and mileage for medical trips to Glendive, Beach, Miles City and Dickinson. The same driver delivers meals for the Meals-on-Wheels program. There is also a driver who takes seniors to the center on a weekly basis.

YELLOWSTONE

Billings - The transit system operated by the city is operating two 19-passenger buses and nine 31-passenger buses. Both cab companies in Billings, Yellow Cab and Black and White Cab, are operating 10 cars.

Special Transportation, Incorporated (STI) is operating a unified special transit system with four vans and three cars. It has recently acquired five additional vans with the aid of an UMTA 16(b)(2) grant. STI is providing service under contract with the Yellowstone Council on Aging, Senior Dinner program, Developmentally Disabled Sheltered Workshops, Easter Seal, RSVP, Mental Health, and Foster Grandparents.

Two organizations, RSVP and Mental Health that contract with STI also have vehicles of their own. RSVP has a 12-passenger van and Mental Health has five vans. YMCA and YWCA each own and operate 12-passenger vans. The Salvation Army has two vans and two cars. Two group homes have vans and Head Start is operating three 15-passenger vans.

Local Transit Systems Summary

County	City	Organization	Vehicles Owned or Leased
BEAVERHEAD	Dillon	County Council on Aging	1-16 passenger van
		Chance, Inc.	1-12 passenger van
BIG HORN	Hardin	Senior Citizens	1-12 passenger van
		Big Horn Center for Developmentally Disabled	1-12 passenger van
BLAINE	Chinook	Senior Citizens	1-8 passenger van
	Harlem	Blaine County Activities	2-8 passenger vans
BROADWATER	----------None----------		
CARBON		Amos Clark	(Numerous - school contractor)
		Regional Services for Disabled	1 van
CARTER	Ekalaka	County Council on Aging	None
CASCADE	Great Falls	Black & White Cab	9 cars
		Diamond Cab	6 cars
		Yellow Cab	3 cars
		Cascade County Senior Citizens Center	1-15 passenger van 2-12 passenger vans
		Easter Seal Society	1-20 passenger bus 1-12 passenger van
		YMCA	2-15 passenger vans
		Salvation Army	1-32 passenger bus 1-30 passenger bus 1-15 passenger van
		Opportunities, Inc.	1-31 passenger bus 1-12 passenger van 1-9 passenger van
		Cascade County Housing for Developmentally Disabled	5 vans
		RSVP & Foster Grandparents	1-15 passenger van
		School for Deaf & Blind	1-6 passenger station-wagon 1-9 passenger van 1-14 passenger van

County	City	Organization	Vehicles Owned or Leased
CASCADE (continued)	Great Falls	Deaconess Skilled Nursing Center	1-15 passenger bus
		Park Place Nursing Home	1 van, 1 station wagon
		Mental Health Center	1 car, 1-15 passenger wagon
CHOTEAU	Big Sandy	Big Sandy Activities, Inc.	1-10 passenger van
CUSTER	Miles City	Range Riders Cab	4 cars
		County Council on Aging	None
		Eastern Montana Industries	1-28 passenger bus 2-8 passenger vans
		Friendship Villa	1-8 passenger van
DANIELS	Scobey	County Council on Aging	None
DAWSON	Glendive	Western Cab	2 cars
		County Council on Aging	None
		Senior Citizens Center	1-9 passenger van
		Eastmont Parents Association	2-12 passenger vans
DEER LODGE	Anaconda	Central Cab	2 cars
		Mountain View Transportation	(Numerous - school contractor)
FALLON	Baker	County Council on Aging	1-12 passenger van
FERGUS	Lewistown	Star Cab	1 car
		County Council on Aging	1-15 passenger van
FLATHEAD	Big Fork	Big Fork Convalescent Center	1-8 passenger van
	Columbia Falls	Columbia Falls Taxi	1 car
		Senior Citizens Center	1 van

County	City	Organization	Vehicles Owned or Leased
FLATHEAD (cont.)	Whitefish	Whitefish Taxi	1 car
	Kalispell	Kalispell Taxi	4 cars 1-12 passenger van
		Emery E. Wittlake Cab	2 limousines
		County Council on Aging	2-15 passenger vans
		Flathead Industries	1-15 passenger van
		Head Start	1-30 passenger bus
GALLATIN	Bozeman	City Cab	3 cars 1-11 passenger van 1-15 passenger van
		Thrift Station	1-16 passenger van
		RSVP	1-14 passenger van
GARFIELD	Jordan	County Council on Aging	None
GOLDEN VALLEY	Ryegate	Ryegate Senior Citizens	None
GLACIER	Cut Bank	Glacier Cab	1 car
		Cut Bank Senior Citizens	1-10 passenger van
		Glacier County Developmental Corporation	1-8 passenger van
	Browning	Blackfeet DD	1-12 passenger van 1-9 passenger surburban 1-7 (4 + 3 wheelchairs) passenger van
		Senior Citizens Center	1-10 passenger van
		Blackfeet Native Americans Program	1-15 passenger van
		Head Start	1-12 passenger van 3-15 passenger vans
		Pikuni School	1-12 passenger van
		Work Incentive Program	1-15 passenger van
GRANITE	----------None----------		
HILL	Havre	City Cab	1 car
		Head Start	1-53 passenger bus
		County Council on Aging	1-10 passenger van 1-12 passenger van 1 school bus

County	City	Organization	Vehicles Owned or Leased
HILL (continued)	Havre	Havre Day Activities	2-15 passenger vans
	Rocky Boy Reservation	Rocky Boy Reservation Health Board	1-5 passenger station wagon
JEFFERSON	Boulder	Boulder Cab	1 car
JUDITH BASIN	Stanford	Senior Citizens Center	1-12 passenger van
LAKE	Polson	Senior Citizens	1-12 passenger van
	Ronan	Special Citizens Center County Council on Aging	1-15 passenger van None
LEWIS & CLARK	Helena	City of Helena	2-16 passenger buses 1-15 passenger van 1-10 passenger van
		Helena Cab, Inc.	4 cars
		Foster Grandparents	1-28 passenger bus
		Head Start	3-20 passenger vans
		M.G., Inc.	1-48 passenger bus 1-20 passenger bus
		Masonic Home Lodge	1-8 passenger van 2 cars
		Fort Harrison	2-9 passenger vans
		Cooney Convalescent	1-11 passenger van 1 station wagon
LIBERTY	Chester	Senior Citizens	1-11 passenger van
LINCOLN	Eureka	Tobacco Valley Senior Citizens	1-15 passenger van
	Libby	Libby Cab	1 car
		Lincoln County Sheltered Work Activities Center	1-11 passenger van
		Senior Citizens	1-15 passenger van
	Troy	County Council on Aging	None
McCONE	Circle	County Council on Aging	None

County	City	Organization	Vehicles Owned or Leased
MADISON	Twin Bridges	County Council on Aging	None
	Ennis	"	"
	Pony	"	"
	Virginia City	"	"
MEAGHER	None		
MINERAL	Superior	County Council on Aging	None
MISSOULA	Missoula	Mountain Line	4-30 passenger buses 10-18 passenger buses
		Yellow/Deluxe Cabs	13 cars
		Kathleen Walford Senior Center	1-15 passenger van
		Missoula Crippled Children & Adults	1-8 passenger van
		Ivy Street Arts	1 Van 9(7 persons plus 2 wheelchairs)
		Head Start	2-12 passenger vans
		Opportunity Workshop	2-15 passenger vans
		Group homes	2-10 passenger vans 2-9 passenger vans 1-12 passenger vans
MUSSELSHELL		County Council on Aging	1-9 passenger van
		RSVP	1-10 passenger van
PARK	Livingston	Center for Developmentally Disabled	1-15 passenger van
PETROLEUM	None		
PHILLIPS	Malta	Council on Aging/ Kiwanis	1-12 passenger van
		Malta Activities Center	1-7 passenger van
PONDERA	Conrad	PT Activities	1-12 passenger van
		County Council on Aging	1-15 passenger van
	Valier	County Council on Aging	1-12 passenger van

County	City	Organization	Vehicles Owned or Leased
POWDER RIVER	Broadus	County Council on Aging	None
POWELL	Deer Lodge	City Cab	2 cars
		County Seniors	None
	Helmville-Avon	County Seniors	None
PRAIRIE	----------None----------		
RAVALLI	Hamilton	City Taxi	1 cab
		Senior Citizens	1-12 passenger van
		Ravalli Services Corp.	1-10 passenger van
			1-15 passenger van
		Head Start	3-12 passenger vans
RICHLAND	Sidney	County Council on Aging	1-15 passenger van
		Association for Retarded Citizens	1-15 passenger van
		Eastern Montana Industries	1-18 passenger bus
ROOSEVELT	Wolf Point	RSVP	1- 8 passenger van
		Council on Aging	None
		Fort Peck Reservation 147 Demon.	2 buses
ROSEBUD	Forsyth	County Council on Aging	None
	Ashland	"	"
SANDERS	Hot Springs	Senior Citizens	1-15 passenger van
		Little Bitterroot	1-12 passenger van
SHERIDAN	Plentywood	Golden Years, Inc.	1-12 passenger van
		Glenwood, Inc.	1-12 passenger van
SILVER BOW	Butte	Butte-Silver Bow Transit	3-33 passenger buses
		City Cab	8 cars
		Butte Senior Citizens	1-20 passenger bus
		Head Start	3 buses
		Senior Citizens Diner Club	1-18 passenger bus
			1-41 passenger bus
		Care Carriers, Inc.	1 van
		Butte Park Royal Convalescent	Station wagon

County	City	Organization	Vehicles Owned or Leased
STILLWATER	Absarokee	Amos Clark	Numerous (school contractor)
SWEETGRASS	None		
TETON	None		
TOOLE	Shelby	Senior Citizens	1-8 passenger van
		PT Activities	1 van
TREASURE	None		
VALLEY	Glasgow	Voelty Taxi	1 car
		County Council on Aging	1-15 passenger van
		Valley View Home	1-10 passenger van
WHEATLAND	Harlowton	City of Harlowton	1-22 passenger bus
WIBAUX	Wibaux	Wibaux County	None
YELLOWSTONE	Billings	City Transit	2-19 passenger buses
			9-31 passenger buses
		Black and White Cab	10 cars
		Yellow Cab	10 cars
		Special Transportation, Inc.	2-16 passenger vans
			1-12 passenger van
			5-8 passenger van
			1-5 passenger van
			3 cars
		RSVP	1-12 passenger van
		Group Homes	2 vans
		Head Start	3-15 passenger vans
		YWCA	1-12 passenger van
		Salvation Army	2 vans, 2 cars
		Mental Health	1-15 passenger van
			3-8 passenger buses
			1-12 passenger van
		YMCA	1-12 passenger van

NEEDS ASSESSMENT

SPECIAL ELDERLY AND HANDICAPPED SERVICES

Discussion of elderly and handicapped services with county commissioners, senior center directors, county Councils on Aging, handicapped coalition representatives, special system drivers, and activity center directors for developmentally disabled persons in the state have brought up a number of points. Special transportation service is probably the most essential public service need of elderly and handicapped persons. Ours is a highly mobile society and without such transportation service many of our elderly and handicapped are truly isolated from the rest of the community, to the point of not being able to take care of their basic medical and shopping needs. Social service agencies that operate service programs and transportation operations for elderly and handicapped face tough financial decisions. Special transportation services are expensive, operating costs typically run $1,000 per month, and take a substantial bite out of limited program funds; yet without transportation services the agencies cannot reach many of the people they need to serve with their programs, such as blood pressure clinics, meals for the elderly, etc. Special transportation services provide elderly and handicapped with social opportunities that are highly desired by these groups. Many of our operations provide services for church, special recreation trips, and pleasure drives for nursing home confined persons in addition to basic operations.

The special transportation service needs in Montana's cities vary

substantially between larger cities and rural areas. In cities with bus systems the group that needs to be served by special services is comprised primarily of severely handicapped persons and elderly who do not drive and who cannot use the regular bus system due to disabilities. Larger cities without public transportation systems need special transportation operations to serve the severely handicapped and a larger group of non-driver elderly, many with only limited or no disabilities. In rural counties the service includes more long distance travel and less in town service. The decreased need for in town service in smaller communities may be attributed in part to the fact that in rural communities people are more capable of walking the shorter distances required.

Given these differences, the Planning Division has prepared estimates of system capacity needs in the state by counties that conform with the experience we have in the state with UMTA 16(b)(2) projects. These estimates were developed with the following considerations taken into account.

1. Number of elderly and handicapped dependent on the system

   As noted above the number of persons dependent on special transportation differs between the cities with regular bus systems and other areas. An estimated 16.5% of the elderly are non-drivers and unable to use regular bus systems due to disabilities. Approximately half of all persons over 65 years are non-drivers and an estimated ½ of one percent of the total population is

severely handicapped.*

2. Number of trips dependent on special system.

Since we have determined that need varies for the rural and urban areas, separate criteria were used in estimating the number of trips required for these areas. In the rural areas trip demand is one round trip per week (or 8 trips per month) for each transit dependent (elderly non-drivers and severely handicapped person) in the county. Elderly and handicapped transit operations are considered adequate that are delivering a level of service which meets this criteria. In urban areas without bus systems, the service level for elderly non-drivers is calculated on the same basis. The service level in urban areas for elderly who do not drive and cannot use a regular bus system and for handicapped is based on factors developed in needs assessments completed by Missoula and Billings. Assuming that each of these persons make a round trip daily and is dependent on special transportation services for 60% of these trips, trips per person per month equal 36.

3. Average trip length.

The experience with our UMTA 16(b)(2) vehicles indicated that the average trip length on special systems in the rural areas is 5 miles and in the urban areas 1.5 miles.

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* Based on Transportation System Development Program for Elderly and Handicapped Persons: Missoula, Montana and Montana State Department of Justice statistics.

4. Average vehicle mileage. The average vehicle mileage for Montana's full use UMTA 16(b)(2) systems for both the rural and urban areas is approximately 1,400 miles per month.

Using these factors, minimum service capacity can be calculated, equalling the number of passenger seats the system needs. The formula for the calculation is:

Estimated number of special system dependent elderly and handicapped persons	X	Number of trips per month	X	Average trip length	÷	Average vehicle mileage	=	Minimum seating

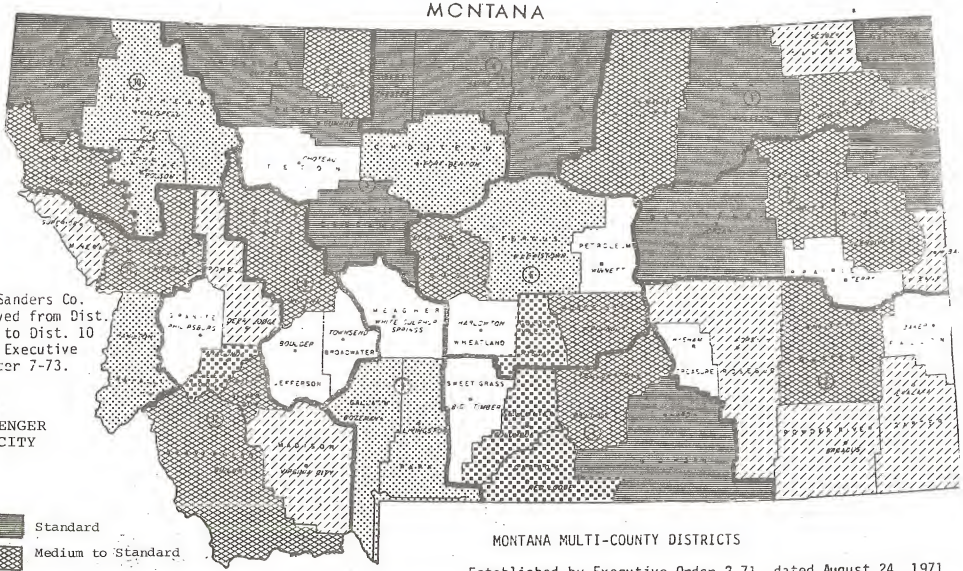
The Division prepared estimates using this formula, adjusting the factors depending on the urban or rural character of the county, and according to whether a city had a regular bus system or not. Minimum and standard seating capacity levels based on elderly and handicapped population estimates are listed on the following page. Standard capacity is based on our experience with UMTA 16(b)(2) projects in Montana that are providing a high level of service to a majority of elderly and handicapped persons' in an area. Standard service is assumed to be twice the minimum service level.

Required Passenger Seating Capacity
(by county)

	Minimum	Standard		Minimum	Standard
Beaverhead	18	37	Mineral	6	13
Big Horn	16	33	Missoula	86	172
Blaine	17	34	Musselshell	14	29
Broadwater	8	16	Park	37	74
Carbon	28	56	Petroelum	1	3
Carter	5	10	Phillips	14	29
Cascade	115	230	Pondera	15	30
Choteau	14	29	Powder River	4	8
Custer	32	64	Powell	16	32
Daniels	9	18	Prairie	5	10
Dawson	21	42	Ravalli	54	109
Deer Lodge	31	63	Richland	23	46
Fallon	7	15	Roosevelt	20	41
Fergus	37	74	Rosebud	20	40
Flathead	89	178	Sanders	22	44
Gallatin	54	108	Sheridan	13	26
Garfield	3	7	Silver Bow	81	162
Glacier	18	36	Stillwater	15	30
Golden Valley	3	6	Sweet Grass	10	21
Granite	6	13	Teton	15	31
Hill	32	64	Toole	11	22
Jefferson	13	26	Treasure	3	6
Judith Basin	7	15	Valley	24	49
Lake	48	95	Wheatland	7	14
Lewis & Clark	55	110	Wibaux	4	8
Liberty	4	9	Yellowstone	118	236
Lincoln	21	43			
McCone	6	11			
Madison	16	32			
Meagher	5	11			

The special system capacity needed by counties has been compared with the elderly and handicapped services that will be provided in the state on completion of the 1977 UMTA 16(b)(2) grants. The state has 12 counties that will have special system passenger capacity that could be termed standard. An additional 14 will have minimum to standard capacity, and 7 that are under minimum. In addition, Montana has four counties that have some special transportation provided by service contracts with privately owned school bus companies and eight counties are providing some special service through arrangements with drivers who use their own vehicles. Eleven of our counties have no public system for elderly and handicapped transportation. The passenger capacity comparison is illustrated on the following page.

Special Elderly and Handicapped Transportation Systems
Passenger Capacity



SPECIAL SYSTEM GUIDELINES

The following guidelines are recommended for special transportation programs that require capital grant assistance under the UMTA 16(b)(2) grant program. It is intended that these guidelines be used in the planning process for special transportation programs and the application evaluation process for financial assistance to assure that any program funded is well planned.

The guidelines are in the form of questions which attempt to raise those points which would normally be considered when a special transportation program is contemplated and reviewed by the county commissioners or city government and the state UMTA 16(b)(2) selection committee.

System Capacity

1. What size vehicles and how many are needed in the area to serve the basic medical, nutritional, business, and social needs of the elderly and handicapped?

2. How many hours and miles will the vehicles need to be operated daily in order to meet the schedules and needs for the elderly and handicapped?

3. What special equipment does the vehicle and operation need to effectively provide service (wheelchair lifts, ramps, dispatch

radio, etc.)?

4. How long will the proposed vehicle and equipment provide adequate service (adequate capacity, vehicle/equipment life)?

System Integration

1. How does the program supplement or integrate services provided by private transportation companies that exist in the area?

2. To what extent is the proposed program part of a cooperative operation with other private non-profit special transportation providers in the area?

Financial

1. Does the organization have the financial ability to operate the vehicle at a full use level for the upcoming year?

2. To what extent can the organization assure continuing program funding for the next 5 years?

3. Has the organization sought economic efficiencies through the development of a joint operation with other organizations in the area? If so, to what extent?

Staffing

Administration

1. Does the organization have full-time or part-time personnel, who will be responsible for operation of the system?

2. Does the personnel have previous special transportation operation experience?

3. Has the organization sought administrative efficiencies through the development of a joint operation with other organizations?

Drivers

1. Will the drivers be full-time or part-time?

2. Will there be driver requirements such as chauffeurs license, age, or first aid courses? If so, what will the requirements be?